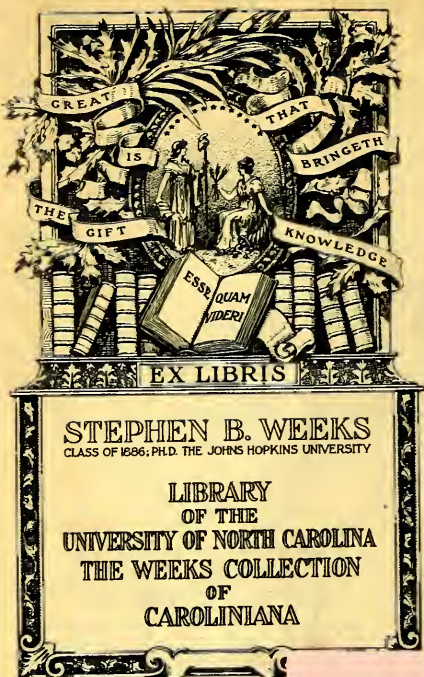


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The Albemarle and
Pantego Railroad



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THE
Albemarle & Pantego
RAILROAD.

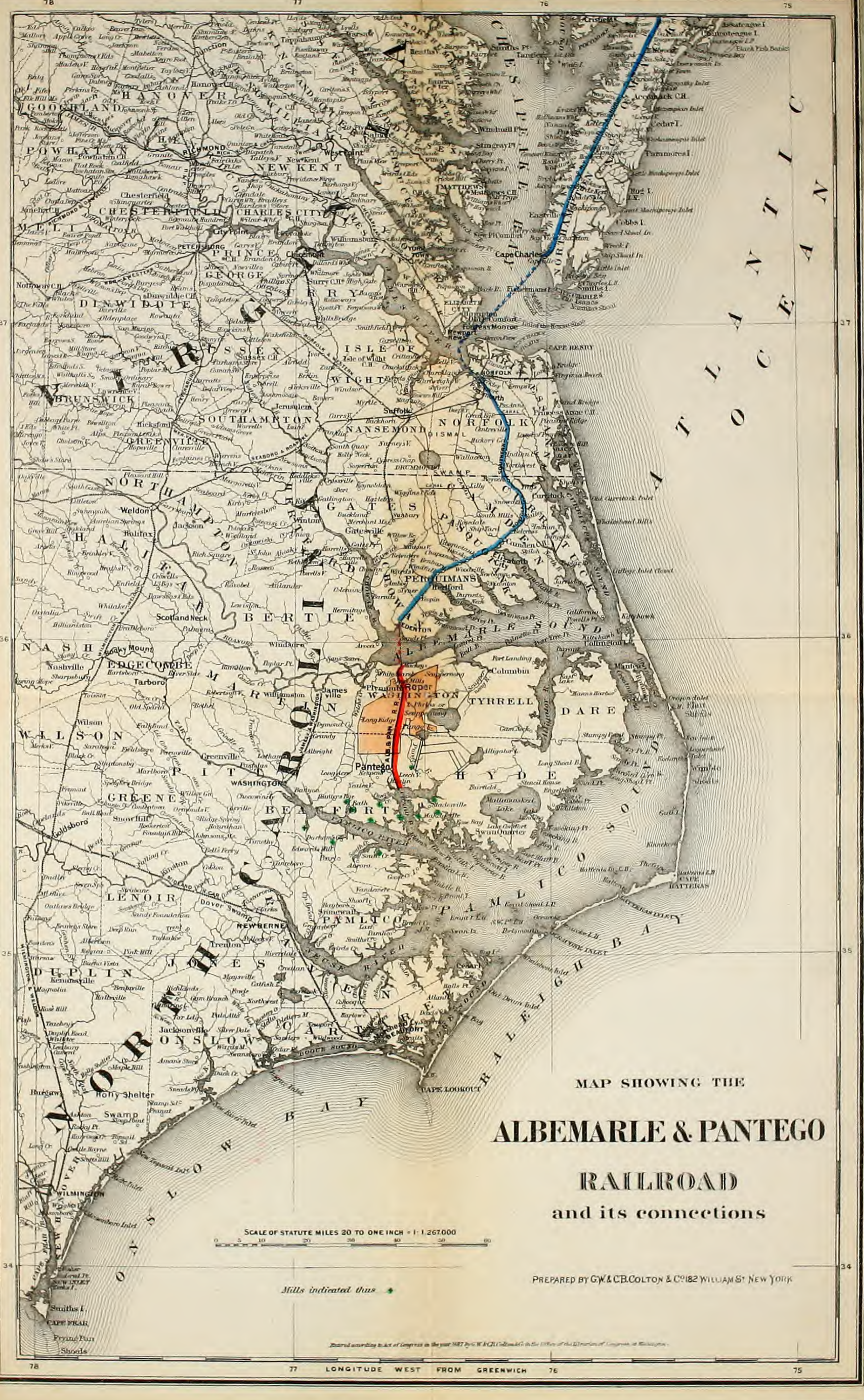
A BRIEF DESCRIPTION OF THE ADJACENT COUNTRY
AND ITS ADVANTAGES AND NATURAL
RESOURCES.



NORFOLK, VA. :
CHRISTIAN VOICE, PRINT.,
1887.



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MAP SHOWING THE

ALBEMARLE & PANTEGO

RAILROAD

and its connections

PREPARED BY G.W. & C.B. COLTON & CO. 182 WILLIAM ST. NEW YORK

Mills indicated thus *

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A comparison of the official statistics presented by the Census Reports of 1870 with those of 1880 is the best evidence that can be offered of the wonderful advance which our country has made in material wealth and national greatness; of its increase in population and its progress in invention and the application of the useful arts. Nor is this notable advance and progress confined to any particular section, it being plainly observable in every part of the American Union. For example, take the State of North Carolina: in 1870, its population numbered 1,071,261; in 1880, it was 1,396,008, showing an increase of over 300,000 in ten years; but the proportional increase of the State's *wealth* was even greater than that.

If it shall be asked what cause has brought about this remarkable state of prosperity, the answer may be given in few words:—the great natural resources and mineral wealth of the country have been and are now being developed and brought prominently into view.

That portion of North Carolina which lies east of the Chowan, Roanoke and Pamlico Rivers, known as the "Albemarle District," and to which we invite attention, is composed of eleven counties, whose aggregate area is about 3,000 square miles, and whose population at the present time is about 120,000. Until a recent date, the Albemarle District was comparatively unknown, except by name, to those living outside of it. Its inhabitants, up to the close of the late war, were almost exclusively farmers. There were in it no large towns; but few manufactories of any kind, and no railroads. Although surrounded by the great Sounds of North Carolina on three sides, and by deep rivers on the fourth, and most conveniently situated for commerce, the shipment by small sail-boats of its surplus grain to Norfolk, Va., and other points outside of the State, was about the extent of its operations in that line; though its waters

abounded with the best varieties of fish, but few were taken in excess of home supplies; though its forests were full of the best kinds of timber, they were left untouched and, in fact, considered next to valueless; and though its cleared lands were as productive as any in the country, only a small surplus of farm products found its way to the markets. The proverbially peaceful population was satisfied with enough to supply the necessities of the time being.

But great changes have taken place in the condition of things; the complete revolution in the labor system has produced good effects; new modes of living and new industries have been introduced; the farmer, instead of raising corn almost exclusively, has given his attention to the cultivation of cotton, rice, fruits, hay, grapes, &c.; factories have arisen on every hand; extensive mills for the manufacture of lumber have been erected, and large capital has been brought in and invested in lands, timber, fisheries, &c. A consequence of all this is that quicker transportation of freight and passengers, by steamboat and railroad, is required. The increase of population during the last decade has been as great as during a whole century preceding; it being now estimated at 120,000 to 125,000, whereas in 1870 it was only 73,665.

THE NORFOLK SOUTHERN R. R.

In 1881, the Norfolk Southern Railroad, extending from Norfolk, Va. to Edenton, N. C., was completed. Steamboat lines, connecting this road at Edenton and Elizabeth City with Newberne, Washington, Fairfield, Columbia, Plymouth, Jamesville, Williamston, Windsor and other places, were forthwith established.

In addition to the large local business of this road along its immediate line, these steamboat lines have brought to it immense and continually increasing quantities of freight and no inconsiderable number of passengers, which increase each

year. These freights consist of cotton, grain, and fresh and salt fish; but the completion of the road has given also a great impetus to the raising of fruits, melons, strawberries and garden vegetables—to the production of all which the country is peculiarly adapted—and thousands of packages are carried over the road during the season; the large business is continually increasing, and must ever thus increase as the country is developed.

THE ALBEMARLE & PANTEGO R. R.

The Albemarle and Pantego Railroad, of not less importance and interest than the Norfolk Southern Railroad to the people of the Albemarle District, has recently been undertaken. The Legislature of North Carolina, at its recent session, granted a charter of incorporation to the Albemarle & Pantego Railroad Company, the features of which are as broad and liberal as could be asked. The northern terminus of this road is at Mackey's Ferry, on Kendrick's Creek, near Albemarle Sound, from which point it extends in a southwardly direction through the counties of Washington and Beaufort to Pungo River, at a point near the village of Pantego, a distance of about thirty miles; the distance from Mackey's Ferry to Edenton is nine miles. The transfer from Mackey's Ferry across the Sound to Edenton will be made by steamers and transfer barges, which will connect with the Norfolk Southern Railroad at the latter place, the Norfolk Southern Railroad and the Albemarle & Pantego Railroad having entered into a traffic arrangement.

The work upon the Albemarle & Pantego Railroad has been progressing for some months and is now being pushed forward; a broad channel has been dredged through the bar at the mouth of Kendrick's Creek to the deeper waters of the Sound; wharves and depots have been built at Mackey's Ferry; about ten miles of the road from that

point have been completed and are now being operated, making daily connection with the Norfolk Southern Railroad at Edenton, and yielding a very considerable revenue.

The brightest expectations of those interested in the promotion of this work can hardly fail to be realized. It is the only railroad south of the Sound in the Albemarle District, and, connecting as it will do with the Norfolk Southern Railroad, completes a line of the length of about one hundred and twenty-five miles, extending nearly through the centre of the Albemarle District, from Pungo River, at Hyde County, N. C. to Norfolk, Va., offering conveniences for travel and freight to a large section of the richest and most productive portion of the State of North Carolina that were scarcely thought of until the inauguration of this enterprise.

A BRIEF DESCRIPTION OF THE COUNTRY THROUGH WHICH THE ALBEMARLE & PANTEGO RAILROAD WILL PASS.

A belt of land of the average width of eight to ten miles, bounded on the north by the Albemarle Sound, and extending from the Roanoke River to the Scuppernong, a distance of about thirty-five miles; it is high, generally well-drained, and well adapted to the raising of grain, fruit, garden-truck and the hay grasses. This tract is tolerably thickly populated, and is divided into a considerable number of farms. Through its entire length, from east to west—from Plymouth on the Roanoke, to Columbia on the Scuppernong, and still on to Fort Landing, on the Alligator—runs the main county road, from which issue numerous branch roads, extending in every direction through the country. Extending still southwardly from this eight-mile-wide strip for the distance of about twelve miles in the direction of Pantego, is a region of timber lands with an average width of twenty to thirty miles, through the centre of which the line of the railroad passes. In this region are immense forests of pine,

juniper (or white cedar), cypress, poplar, ash, oak, &c. Here the character of the soil is as varied as that of the growth upon it; in one direction (notably in the northern part of the tract) the growth is almost exclusively pines, reaching away for miles; in the "spongy" lands are miles square of juniper; and in the districts of deep, rich loam, grow cypress, poplar, ash, &c. The most fertile lands, and therefore the most valuable for general farming purposes, are those where the cypress, gum and poplar flourish; those that are best adapted to the raising of fruit, melons and garden-truck are those where the pines grow. The spongy peat, out of which juniper grows, cannot, without much labor in reclaiming, be used for farming purposes; but a notable peculiarity of the juniper is that it is continually repeating itself:—remove all the merchantable timber from a juniper tract to-day and in ten to twenty years it will contain as much of the same kind as at first, and so on continually.

After passing through these timber lands the cleared farm lands are again reached, a large region lying between the timber lands and the Pungo and Pamlico Rivers, and extending southwardly to the Pamlico Sound, which is divided into farms, and contain a considerable population.

Hundreds of square miles of the country adjacent to that described, is similar to it in respect to its large forests of valuable timber and its cleared farms. Pungo River is the dividing line between the counties of Beaufort and Hyde, and this river, from the terminus of the Albemarle and Pantego Railroad to its mouth at Pamlico Sound, is navigable for vessels of a large class.

A glance at the map will show, better than words, the probabilities of business that will be done by the Albemarle and Pantego Railroad in that direction. A large region of rich country, with vast resources, that heretofore has been isolated and, as has been said, comparatively unknown, will

be brought into close proximity with the markets of the world. Instead of consuming two or three days in weary travel from Hyde County, N. C. to Norfolk, Va., the trip need not take more than five hours from points situated on the Pungo River; instead of freighting by sailing vessels taking four or five days to get a load of corn or cotton to market, it may reach Norfolk in the afternoon of the day of shipment, or it may reach Baltimore, Philadelphia or New York inside of twenty-four hours. Heretofore there has been no encouragement for raising truck, fruit, &c., at these places, for in the long time required for transportation they would have spoiled before reaching market; but with the present arrangement, strawberries raised in Hyde County may be put into New York market in the early morning of the next day after they are picked, and at least eight to ten days before they ripen in the gardens near Norfolk. Oyster culture along the shores of Pamlico Sound and its tributaries, from the present outlook, bids fair to grow into a great business, and whilst the quality of oysters in that region is excellent, the *quantity* is unlimited.

Again, the wild lands throughout the region of country spoken of, afford natural pasturage for vast herds of cattle that will be a source of large income when facilities for getting the beef into market are at hand. Fish, too, that abound in the waters of this region, will be taken in great quantities and shipped fresh.

A dozen or more extensive mills in close proximity to the line of the road are already in operation, sawing lumber for the northern markets. This lumber has to be shipped now in sailing-vessels to Elizabeth City, Norfolk and other points, there to be re-shipped at great trouble and expense; but with the Albemarle & Pantego Railroad in operation, it can be received at Pungo River, or elsewhere on the line of road and forwarded to its destination without the breaking of bulk,

at less expense, and in one-fourth the time now required.

It may be remarked here, for the purpose of showing that the lands through which the line of the Albemarle & Pantego Railroad passes are susceptible of easy drainage, that the highest point in the road is about half way from Mackey's Ferry to Pungo River. At this point the elevation is eighteen feet above the Sound.

The Albemarle & Pantego Railroad Company has secured its rights of way, varying in width from 100 to 150 feet, from Albemarle Sound to Pungo River, with ample terminal lands for the purpose of affording facilities for any business that may come to this road.

The Albemarle & Pantego Railroad can but be a paying institution at the very outset, with the positive certainty of a constantly increasing business as the grand natural resources of the country through which it passes are developed. A good road that will be substantial and in every respect first-class, is being constructed, with a charter, as has been said, that is exceedingly liberal.

The lands along the line of this road offer great facilities to persons wishing to engage in agricultural pursuits. In the first place, they are very cheap; and secondly, nowhere can they be surpassed in richness. They are easily cultivated and, with the completion of this road, will have easy access to the best markets in the country; having, withal, a climate which gives to the farmer almost the entire year for working his land. Persons contemplating the purchase of lands will be amply repaid by a visit to the country through which the Albemarle & Pantego Railroad passes.

Any information in reference to the lands, or the road, will be cheerfully given by any of the officers of the road who may be addressed on the subject, or by the John L. Roper Lumber Company, Norfolk. Va.

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